Standards of Logistics and Couriers

Overview:

Ensuring efficient flow of logistic vehicles into the country through road connections is essential for the everyday functioning of independent and state businesses. It is of the upmost importance that the design of the country facilitates efficient unloading of goods while also maintaining minimum land is devoted to unloading zones / car spaces. This document will outline the methods that will be used to managed this important aspect.

Internal versus external logistics:

Although the state will lack any form of industrial sectors (only having mixed-use, utilities, parks / entertainment amenities, laboratories and state structures) there will be an ever-present need for the import of goods for the proper function of commercial entities. This is where the sources of these goods are differentiated between “Internal”, or those which are carried by state entities such as mail services or storage services, and “External” which is through independent services using the roads of the city.

Internal logistics collect, store and distribute items received from couriers at the city’s customs area which are then sent to the recipient. This service employs state-hired citizens and will have pre-built securities measures and employee background checks.

External logistics, by their nature, require additional steps in order to maintain correct conduct and border security measures. As such, steps are required to preserve these factors as well as maintain efficiency and reduce land wastage though over-commitment of parking spaces.

Security measures and Hosting:

In order for a courier or logistics vehicle to be permitted entry into the country they must have been ‘hosted’ by a company registered in Pannonia. This would entail the host providing insurance and assurances that the services are a legal entity and that they are informed of their duties / responsibility when entering the country (a list of these obligations are provided by the state as a standard form).

The logistics company must agree to the following:

- That they disclose their company’s business number / ID / registry
- That they nominate the vehicle(s) that are conducting the service (Licence plate no.)
  [Vehicles may not weigh more than 2t curb weight, 3.5t GVW (Gross vehicle weight) and must be under 5m in total length]
- That they consent to total inspection of their vehicles and staff when requested.

Once completed the state will check and log the information. A successful application will then allow them to be issued with a logistics package upon entry, allowing subsequent return trips to be quicker.

The company will be given the following items that are REQUIRED for entry into the country:

1. Logistics ‘Tap’ Card with lanyard (Enables them to use unloading zones)

2. Logistics arm band (For identification)
3. Logistics vehicle sticker (Applied to the windscreen of the vehicle)
4. Duplicate paperwork of Application (Should it be requested)

Infrastructure requirements:

Although the state aims to minimise cost and land used for motor vehicle infrastructure it is necessary that certain measures are taken to allow logistics. The core design philosophy of this road infrastructure is that is does not promote vehicle usage by nominating the vast majority of off-street ‘spaces’ as Loading/Unloading zones only. There will be no curbside parking.

These spaces will allow for two vans parked in parallel and said spaces will be dotted across the city to provide adequate service. The number of these may be less that expected as the state will allocate them, through the Logistics ‘Tap’ Card and corresponding panels adjacent to the spaces, using time allotments. This allocation of both a location and time frame assures the maximum possible usage of space without waste as well as necessary monitoring.

This would require the state to have a means of pre-loading the nominated zones / terminals with data that only accepts the correct ‘Tap’ card at the correct time. Additionally, during the application process, each business will be assigned the nearest 2 zones and the service will be automated through some mechanism.

This method will help to distribute drop-off times throughout the day and lessen congestion.

Other:

- Non-logistics vehicles entering into the nation will pay a fee to enter. This may be tied to vehicle weight. These fees should dissuade casual visitation of the country. This fee is justified as it compensates for wear of road surfaces by said vehicle.